

**INFORMATION REPORT**

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COUNTRY

SUBJECT

Rumania

Port Information: Constanta

DATE DISTRIBUTED

20 August 1957

25X1

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2

SUPPLEMENT TO REPORT #

25X1

THIS IS UNEVALUATED INFORMATION

THE OFFICE OF NAVAL INTELLIGENCE FURNISHED THE FOLLOWING INFORMATION TO CIA FOR IAC DISSEMINATION IN ACCORDANCE WITH PARAGRAPH 3 c OF NSCID #7 (DIO, 8ND No 124-57).7 25X1

2. Alphabetical Designators In connection with information contained herein, specific points of interest are noted on photostatic copy of HO Chart No 4197 and referred to in this report by the following alphabetical designators: 25X1

- A. Entering track
- B. Departing track
- C. Anchorage, pilot aboard
- D. Berth
- E. Ship Berth
- F. Ship Berth
- G. Berths where ships at E and F completed cargo loading
- H. Floating crane
- I. Area terminus
- J. Area terminus
- K. Small tankers
- L. German freighter
- M. Norwegian freighter
- N. Italian freighter

3. Approaches and Pilot Data

Vessel used BA Chart No 1233, corrected to 1951. its accuracy as "good." used HO Chart No 4197, corrected to 1955. Approach to harbor was made along track A, avoiding danger areas as set out on pages 39 and 40 of 1956 Edition of Nemedri, London, 1956, reproduction of which is furnished herewith. Departure was made along track B. Temperature for call varied from a high of 40°F to a low of 30°F. weather from March to September is good, while the remainder of the year is very cold and windy. Pilot came aboard at anchorage, designator C, and vessel got underway from anchorage arriving at berth, designator D. Pilot boat is a small diesel-propelled black launch. Pilot gave good service. 25X1

4. Harbor Controlling channel depth for subject port is 36'. maximum draft of 26' can be accommodated on south side of petroleum quay. Ships at designators E and F had to move to designator G to complete cargo loading. On north side of petroleum quay, maximum draft is 28' at vessels' berth, designator D. 25X1

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NAVY review completed.

C-C-N-F-I-D-E-N-T-I-A-L

25X1

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5. Controls Boarding party of seven to eight men came aboard [ ] and remained approximately two hours. Of this group, the two customs officials reportedly carried sidearms. Guns and ammunition, cameras and certain provisions were sealed. The crew was mustered and their cabin, though not the entire ship, was searched. [ ] surveillance guard of two men carrying rifles and in Rumanian army-type uniforms. [ ] 25X1
6. Harbor Craft Of three or four available tugs, vessel used the FIDMON SIBU, a black, diesel-powered tug of about 80' over-all length. A floating crane was working on New Quay at designator H, [ ] a boom length of about 100' and a capacity of about 50 tons. [ ] 25X1
7. Berth Berth, at designator D, is a quay of stone-faced, earth-filled construction, about one thousand feet long and about 100' wide. Height of surface above low water is about 8'. Only structures on quay were several small offices at designator G, the largest of which was 50-60' by 20'. Lighting of quay was very poor. No chemical fire-fighting apparatus was observed. Railway sidings are reported to be as depicted on 80 Chart No 4197. Dirt roads parallel generally the railway sidings shown. One foreman and four or five middle-aged men handled fuel line connections with apparently good proficiency. A woman measured ullage. One 8" fuel line was used at start of loading operation. Average rate of loading was 300 tons per hour. Bunkers were taken on via 6" connection. Drinking and boiler water were piped aboard through a 3" fire hose. Adequate supply is maintained and quality is good. [ ] steam and electricity are not available at subject port. [ ] 25X1
8. Construction Construction on new quay is about two-thirds complete. At designator H [ ] large stones are being used in work on face of quay. Crane being employed is reported in paragraph 6 above. [ ] 25X1
9. Naval Vessels [ ] observing six or seven old single-stack mine-sweepers of approximately 100' between designators I and J. [ ] two or three old two-stack destroyers of approximately 250-300' length between I and J designators. One four to five year old single-stack navy tug of about 100' was seen in harbor. Her armament consisted of two small-caliber anti-aircraft guns. [ ] this last vessel might have been a salvage vessel. [ ] 25X1
10. Merchant Vessels [ ] presence [ ] at designator E, a 12-1300-ton [ ] tanker at designator G, and a small 1000-ton tanker of unknown registry at designator K. The following vessels loaded lumber at subject port: A [ ] freighter at designator I; a 2-3000 ton [ ] freighter at designator M; and a 2-3000 ton [ ] freighter with lumber loaded on deck at designator N. The above-mentioned [ ] tanker reportedly had been in port eight to ten days due to undisclosed difficulties in making payment for cargo. [ ] 25X1
11. Shore Activities 30 to 35 members of the crew went ashore during stay. Special permits were required, and each member was checked and searched at accommodation ladder for cigarettes, watches, jewelry, and clothing, all of which could be sold at a very high price ashore. Crew was required to be aboard by 0100. Prostitutes were available and could be paid in articles of clothing. One crew member contracted gonorrhea.
12. Miscellaneous Matters of Interest While vessel was in port, an official came aboard and offered to take crew members on a sightseeing tour. The offer was declined, but the official did leave some Communist literature on board. Said literature was thrown overboard after departure from port. No particular military activity was noted except for sailors marching in groups of 50-60 along area [ ] 25X1

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C-C-N-F-I-D-E-N-T-I-A-L

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## PART IV

### BLACK SEA

The Soviet Naval Command recommends that ships sailing to Soviet ports in the Black Sea should be degaussed or wiped. See General Instructions No. 14.

#### DANGER AREAS

##### No. 43 Danger Area. Bulgaria

The area enclosed by the coast and lines joining the following positions :—

- (i) 42°09'30"N. 27°52'42"E.
- (ii) 43°19'30"N. 28°36'30"E.
- (iii) 43°25'30"N. 28°32'00"E.

##### No. 44 Danger Area. Constanza

The area enclosed by the coast and by lines joining the following positions :—

- (i) 44°09'30"N. 28°38'12"E.
- (ii) 44°08'42"N. 28°39'54"E.
- (iii) 44°08'12"N. 28°39'54"E.
- (iv) 44°08'12"N. 28°47'00"E.
- (v) 44°05'00"N. 28°47'00"E.
- (vi) 44°05'00"N. 28°38'48"E.

##### No. 45 Danger Area. Constanza

The area enclosed by the coast and by lines joining the following positions :—

- (i) 44°20'06"N. 28°38'54"E.
- (ii) 44°20'06"N. 28°47'00"E.
- (iii) 44°09'54"N. 28°47'00"E.
- (iv) 44°09'54"N. 28°42'06"E.
- (v) 44°10'12"N. 28°42'06"E.
- (vi) 44°10'42"N. 28°40'42"E.
- (vii) 44°09'30"N. 28°39'30"E.

##### No. 46 Danger Area. Romania

The area enclosed by lines joining the following positions :—

- (i) 44°47'00"N. 29°30'00"E.
- (ii) 44°47'00"N. 29°37'18"E.
- (iii) 44°41'42"N. 29°37'18"E.
- (iv) 44°40'48"N. 29°30'00"E.

##### No. 47 Danger Area. Romania

The area enclosed by lines joining the following positions :—

- (i) 45°05'00"N. 29°42'30"E.
- (ii) 45°05'00"N. 29°53'00"E.
- (iii) 45°13'18"N. 29°53'00"E.
- (iv) 45°13'18"N. 29°42'30"E.

##### No. 48 Danger Area. Tendra

The area enclosed by lines joining the following positions :—

- (i) 46°24'45"N. 31°07'54"E.
- (ii) 46°28'12"N. 31°26'48"E.
- (iii) 46°19'48"N. 31°26'48"E.

##### No. 49 Danger Area. Bug

The area enclosed by lines joining the following positions :—

- (i) 46°35'00"N. 31°49'00"E.
- (ii) 46°35'54"N. 31°49'24"E.
- (iii) 46°36'18"N. 31°47'42"E.
- (iv) 46°35'24"N. 31°47'18"E.

##### No. 50 Danger Area. Kerch—Yenikale

The area enclosed by the coast and by lines joining the following positions :—

- (i) 45°26'06"N. 36°34'12"E.
- (ii) 45°27'00"N. 36°32'48"E.
- (iii) 45°30'00"N. 36°32'48"E.
- (iv) 45°30'00"N. 36°43'42"E.
- (v) 45°25'24"N. 36°43'42"E.
- (vi) 45°25'24"N. 36°46'00"E.
- (vii) 45°07'00"N. 36°43'18"E.
- (viii) 45°05'18"N. 36°43'18"E.
- (ix) 45°02'30"N. 36°23'00"E.
- (x) 45°03'24"N. 36°22'30"E.

#### APPROACHES

##### BURGHAZ Approaches

All ships proceeding to Stalin (Varna) or Burghaz must contact STALIN Radio Station on leaving a Black Sea port or the Bosphorus ; if a pilot is required the exact time of arrival off Cape Kaliakra or Cape Emineh should be given.

##### (a) North-East Approach

Width 2 miles, except between positions (v) and (vi) where it is 1 mile.

Follow Approach Route to Stalin (Varna), thence :—

- (i) 43°11'00"N. 27°56'00"E.
- (ii) 43°10'18"N. 27°58'24"E.
- (iii) 43°00'42"N. 27°55'36"E.
- (iv) 42°50'30"N. 27°58'06"E.
- (v) 42°41'36"N. 27°56'06"E.
- (vi) 42°36'30"N. 27°43'00"E.
- (vii) 42°29'00"N. 27°41'30"E.
- (viii) 42°28'30"N. 27°30'00"E.

Thence into harbour.

##### (b) South-East Approach

**Caution**—This route has not been swept for ground mines, but as the depth of water exceeds 20 fathoms it is considered safe for surface navigation.

Width 2 miles.

Centre line joins the following positions :—

- (i) 42°28'42"N. 28°05'06"E.
- (ii) 42°41'06"N. 27°54'54"E.

Thence as in North-East Approach.

**CONSTANZA Approaches****(a) South Approach**

Width 3 cables.

Centre line joins the following positions :—

- (i) "1—A", *B.W.H.S. Can* 44°04'00"N.  
(*Fl. 5 sec.*) 28°45'18"E.

Thence 348° 2.7 miles to :—

- (ii) "2—A", *B.W.H.S. Can* 44°06'42"N.  
(*Fl. R. 5 sec.*) 28°44'30"E.

Thence 303° 4.7 miles to Harbour Entrance where Pilot will embark.

**(b) East Approach**

Approach is between limits of Danger Areas Nos. 44 and 45.

Buoys are established as follows :—

- (i) "1—B," *Yellow (Fl.)* 44°09'30"N.  
28°50'30"E.

- (ii) "2—B," *B.W.H.S. Can* 44°09'30"N.  
(*Fl. 5 sec.*) 28°45'00"E.

- (iii) "3," *Yellow, Conical, Bell* 44°09'12"N.  
(*Fl. 5 sec.*) 28°39'30"E.  
(South of pierhead. To be passed on the south.)

**STALIN (VARNA) Approach**

All ships proceeding to Stalin (Varna) or Burghaz must contact STALIN Radio Station on leaving a

Black Sea port or the Bosphorus ; if a pilot is required the exact time of arrival off Cape Kaliakra or Cape Emineh should be given.

Width 1 mile.

Centre line joins the following positions :—

- (i) 43°25'54"N. 28°34'30"E.

- (ii) 43°20'00"N. 28°30'12"E.

- (iii) 43°22'18"N. 28°22'54"E.

- (iv) 43°22'18"N. 28°09'30"E.

- (v) 43°17'12"N. 28°06'48"E.

- (vi) 43°11'42"N. 28°00'00"E.

- (vii) 43°11'00"N. 27°56'00"E.

Thence into harbour.

**SULINA Approach**

Maximum draught 7 metres.

Pilot is to be embarked at Sulina Mouth and is available day or night.

Width from (i) to (ii) 1.2 miles, thence 1 mile.

Centre line joins the following positions :—

- (i) "KILINSK MOUTH", 45°15'48"N.  
*R.W. Spar (Fl. R. 5 sec.)* 29°47'54"E.

- (ii) "SULINA", *B. Spar* 45°09'30"N.  
(*Fl. R. 5 sec.*) 29°46'18"E.

Thence on the line of SULINA Entrance Leading Lights (301°) into SULINA Canal and so to harbour.

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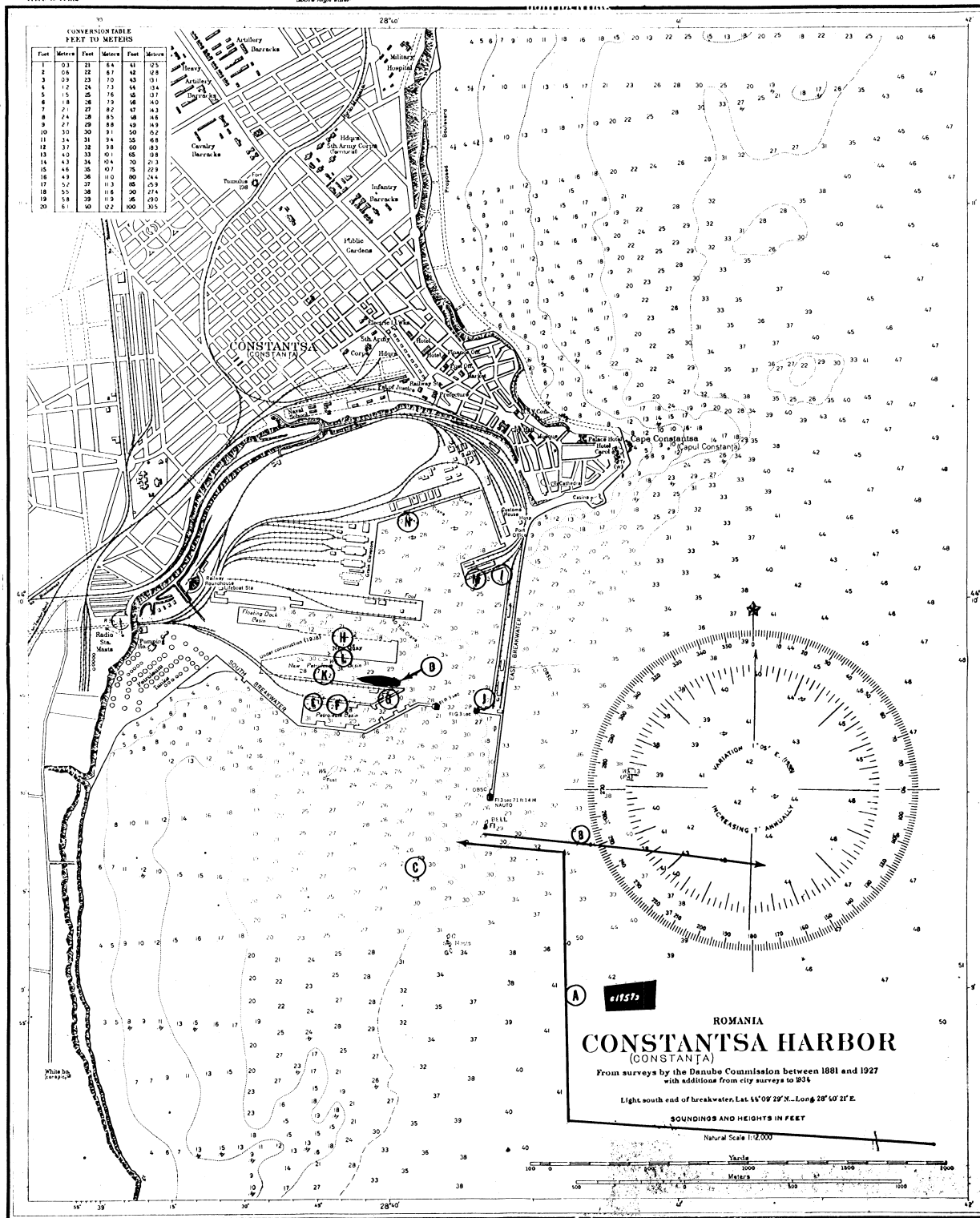
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**LEGEND**  
F. Red, Fl. Flashing, Occ. oscillating, Alt. alternating, Sp. group.  
R. Red, W. White, G. Green, B. Blue, Y. Yellow, U. Unlighted.  
Abbr. lights are red and white unless otherwise indicated.  
Lights are white unless otherwise stated. Heights of lights are above high water.

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# PLANS IN THE B



Small corrections printed April 1954  
from Notices to Mariners  
from other sources

May '63  
Y '63

Nov '65  
X '65

Nov '67  
X '67

Nov '69  
X '69

Nov '71  
X '71

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